

The China Mail.

Established February, 1840.

VOL. XLIII. No. 7566.

號八十一年十月一英

HONGKONG, FRIDAY, NOVEMBER 18, 1887.

日四初月十年亥丁

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ADAM, 11 & 12, Clemont's Lane, Lombard Street, E. C. GORDON STREET & CO., 30, Cornhill. GORDON & GORI, 27, Circus, E.C. HENRY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLIAMS, 154, Cannon Street, E.C. PARIS AND EUROPE.—AMBIER FRANCE & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO and American Posts generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOUGH, Melbourne and Sydney. GUYLAM.—W. M. SMITH & CO., The Apothecaries' Co., Umbria. SINGAPORE STRAITS, &c.—SALEY & CO., Square, Singapore. C. HEINZEN & CO., Manila. CHINA.—MEXICO, F. A. DE OMZU, S. S. D. G. & CO., AMoy, N. MOALE, PROTECH, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,900,000
RESERVE LIABILITY OF PRO-
PRIETORS, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—C. D. BORTON, Esq.
Deputy Chairman—Hon. J. BELL IRVING.
W. H. E. DABY, Esq.
H. L. DALEYMPLE, Esq.
W. H. FORBES, Esq.
H. H. HORPES, Esq.

CHIEF MANAGER—THOMAS JACKSON, Esq.
MANAGER—EWEN CANTERON, Esq.
LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

On Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.
Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

NOTICE.

RULES OF THE HONGKONG
SAVINGS BANK.

1.—The business of the above Bank will
be conducted by the Hongkong and
Shanghai Banking Corporation, on their
premises in Hongkong. Business hours
on week-days, 10 to 3: Saturday, 10
to 1.

2.—Sums less than \$1, or more than \$250
at one time will not be received. No
depositor may deposit more than \$2,500
in any one year.

3.—Depositors in the Savings' Bank having
\$100 or more at their credit may at
their option transfer the same to the
Hongkong and Shanghai Banking Cor-
poration on fixed deposit for 12 months
at 5 per cent. per annum interest.

4.—Interest at the rate of 5 per cent. per
annum will be allowed to depositors on
their daily balances.

5.—Each Depositor will be supplied gratis
with a Pass-Book which must be pre-
sented with each payment or with-
drawal. Depositors must not make
any entries themselves in their Pass-
Books—but should send them to be
written up at least twice a year, about
the beginning of January and begin-
ning of July.

6.—Correspondence as to the business of
the Bank, if marked On Hongkong
Savings' Bank Business is forwarded free by
the various British Post Offices in
Hongkong and China.

7.—Withdrawals may be made on demand,
but the personal attendance of the
depositor or his duly appointed agent,
and the production of his Pass-Book
are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

Intimations.

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1886.

SHAREHOLDERS in the above Com-
pany are requested to furnish the
Undersigned with a List of their CONTRIBU-
TIONS for the year ending 31st December
last, in Order that the DISTRIBUTION
of the PROFITS reserved for CONTRIBU-
TIONS may be arranged. Returns not rendered
prior to the THIRTEENTH DAY of NOVEMBER
next, will be adjusted by the Company,
and no Claims or Alterations will be sub-
sequently admitted.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Company,
Limited.

Hongkong, October 18, 1887. 2010

NOTICE.

G. E. O. SMITH,
WINE MERCHANT,
SHANGHAI.

Agents.

NORTON & CO.,
MARTIN HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

Intimations.

ROBES ET CONFETIONS
—
FRENCH DRESS-MAKER.

MRS. G. HEYMANS,
35, WELLINGTON STREET,
HONGKONG.

THE ONLY FRENCH DRESS-MAKER
IN HONGKONG.

DIPLOMA IN PARIS IN 1884.
Hongkong, October 1, 1887. 1925

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMasters and ENGINEERS are
respectfully informed that, if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS if sent to the
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

NOTICE.

THE Undersigned begs to inform her
numerous Customers and the General
Public of HONGKONG and Our Poor Re-
sidents, that she is prepared to SUPPLY
FRESH MEAT, VEGETABLES, GAME,
BRAUNS, GAME PIES, PORK SAU-
SAGES, &c., &c.

All Orders will have prompt and careful
attention.

LAVINIA HOPKINS,
Corner of Ningpo & Szechuen Roads,
SHANGHAI.

Shanghai, 1st November, 1887. 2134

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist.

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772,

Entertainment.

THEATRE ROYAL;

CITY HALL.

THE HOME OF MUSIC, MIRTH,

AND MELODY.

AN AMUSEMENT BOOM.

SILVO'S SURPRISES will give ONE PERFORMANCE ONLY! THIS EVENING, the 18th Instant.

A Whimsical, Musical, Non-sensical Sketch, "A PAIR OF SPOONS."

SILVO

'THE INNOVATOR.'

THE CITY RESTAURANT, introducing The Frenchman, The Diner, The Waiter.

MISS MARIE BURTON,

THE CHARMING CONTRALTO & SOUBRETTE

E. A. GLOVER'S, LIFE SIZE PANEL PHOTOGRAPHS of PECCULIAR INDIVIDUALS introducing SONGS & SAYINGS, JOKES & WITTYCISMS.

A GENUINE SURPRISE

Silvo's imitation of

A DUDE

on the slick wire.

Concluding with a roaring side-splitting Farce.

PATTI'S DEBUT.

ADMISSION \$2.00, \$1.00 & 50 cents. Soldiers & Sailors Half price to second seats; back seats 20 cents. Plan of Theatre and tickets at Messrs KELLY AND WALSH'S, Hongkong, November 18, 1887. 2224

INSURANCES.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George the First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLY, WISE & CO.

Hongkong, July 25, 1872. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

THE INSURANCE COMPANY.

PAN.

THE Undersigned, Agents for the above Company, are prepared to quote Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

Alice Rowe, Hawaiian brig, Captain J. Phillips—Wielers & Co.

Asia, British ship, Captain Thos. R. Anderson—Arnold, Karburg & Co.

BENI SEWELL, American ship, Capt. S. R. Ulmer—Pustau & Co.

ISAAC REED, American ship, Capt. J. D. Wald—Sionsen & Co.

Oota, British steamer, Captain M. Duff—Adamson, Bell & Co.

REMBRANDT, American ship, Capt. J. D. Painter—Russell & Co.

VELOCITY, British barque, Capt. H. Martin—Pustau & Co.

To-day's Advertisements.

POLICE NOTICE

NOTICE has been Received that the ANNUAL PERAMBULATION OF THE WAR DEPARTMENT BOUNDARIES will take place from 10 a.m. the 22nd to 10 a.m. on the 23rd Instant, and that in consequence thereof all the ROADS within the MILITARY CANTONMENT will be CLOSED to the Public during those hours.

By Command,

W. M. DEANE,

Captain Supt. of Police.

POLICE OFFICE, 18th November, 1887. 2224

FOR SALE.

THE SPANISH BARQUE T. E. R. E. S. A. of 567 Tons Register, Copper Fastened, and well found in Rigging, &c.

For further Particulars, apply to

REMEDIOS & CO.,

or to

Captain VENERO on Board.

Hongkong, November 18, 1887. 2225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENSIN, HANKOW and Ports on the YANTZEE.)

The Co.'s Steamship

Cyclop.

Captain Ning, will be

despatched as above on

SUNDAY, the 22nd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, November 18, 1887. 2225

To-day's Advertisements.

FOR BANGKOK (DIRECT).

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer

Mongkut,

Captain G. R. Adamson,

will be despatched for the

above Port on MONDAY, the 20th Instant,

at 4 p.m.

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, November 18, 1887. 2225

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The Steamship

Monmouthshire,

Captain Commander, will

be despatched for the

above Port on MONDAY, the 21st Instant.

This Steamer has superior Passenger

Accommodation.

For Freight or Passage, apply to

ADAMSON, BELL & CO.,

Agents.

Hongkong, November 18, 1887. 2225

SHIPPING.

ARRIVALS.

November 18, 1887.—

Guthrie, British steamer, 1,494 S. G.

Green, Foochow November 16, Tea-

Russell & Co.

SIEMMSEN & CO.

Hongkong, November 18, 2225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Ports on the YANTZEE.)

The Co.'s Steamship

Menelaus,

Captain Nelson, will be

despatched as above on

SATURDAY, the 26th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, November 18, 1887. 2248

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Ports on the YANTZEE.)

The Co.'s Steamship

Prima,

Captain Butler, will be

despatched as above on

SATURDAY, the 26th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, November 18, 1887. 2249

SHIPPING.

ARRIVALS.

November 18, 1887.—

Guthrie, British steamer, 1,494 S. G.

Green, Foochow November 16, Tea-

Russell & Co.

SIEMMSEN & CO.

Hongkong, November 18, 2225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Ports on the YANTZEE.)

The Co.'s Steamship

Menelaus,

Captain Nelson, will be

despatched as above on

SATURDAY, the 26th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, November 18, 1887. 2248

SHIPPING.

ARRIVALS.

November 18, 1887.—

Guthrie, British steamer, 1,494 S. G.

Green, Foochow November 16, Tea-

Russell & Co.

SIEMMSEN & CO.

Hongkong, November 18, 2225

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-

CHWANG, TIENSIN, HANKOW and

Ports on the YANTZEE.)

The Co.'s Steamship

Cyclop.

Captain Ning, will be

despatched as above on

SUNDAY, the 22nd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE

Agents.

Hongkong, November 18, 1887. 2250

To-day's Advertisements.

To-day's Advertisements.

Mrs Dowdall, and Captain J. Harvey; from

Brindisi, Messrs McGregor and H. Howard.

For Arrivals, 4/5/87, for Singapore, &c.

4/2 Chinese, Messrs C. F. C. Foster, G. H.

C. Foster, R. N. Goodman, R. Zekiel and

W. Weston, for Calcutta, Messrs N. E.

Punjab, M. C. Saitta, J. A. Erix, G. A.

Kneebone and D. S. Mandelovitz.

For Chancery, for Sydney, &c., 6 Euro-

peans, and 120 Chinese.

by some Chinaman in their employment who it was difficult to trace. It was Messrs Blackhead, when they received an order, for 100 tons, put the coal on board the lighter, and it paid for the full amount, and by means of false weights the coolies only delivered 70 tons. Messrs Blackhead & Co. were not responsible. He quoted cases to show that a master was not criminally responsible for the deeds of his servants unless he was personally connected therewith.

Mr Durran—I am the Acting Manager of the Eastern Telegraph Company. As such, on the 10th September I ordered on behalf of the Company 100 tons of Welsh coal to be in readiness for the steamer *Sherard Osborne* on her arrival from Singapore. The steamer arrived on the 23rd September, and left on the 24th without coaling.

She returned on the afternoon of the 25th. The coaling was finished on the 26th and the steamer left the same night. She was coaling on the 25th and 26th. The short weight was first brought to my notice on the 26th. The Captain wrote me on that date that the master of the short weight would be inquired into on his return.

Mr Bowles—I will show that they spoke to the police before they received that letter from Mr Durran.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to Messrs Blackhead about the false weight till the return of the steamer.

I also the second defendant was in our employ, but I did not know what Wa Kee he referred to.

Mr Bowles—We had no idea that their return would be so long delayed. The ship, which was expected back in three days, did not return owing to rough weather until the 7th October. No report was made to Messrs Blackhead about the false weight till the return of the steamer.

My assistant ordered 100 tons more coal late on the 7th. The ship spoke by cable on the 7th late in the evening and was absent, and we did not know where it was from. Messrs Blackhead and I did not know about the short-coaled lighter until the 7th.

Mr Bowles—Measures Blackhead ordered their coolies and lighters through. He was supposed to get them through Wa Kee.

His Worship—Did not your clients send any one to see that the coal was weighed properly on board ship?

Mr Bowles—Formerly it was entrusted to a head-coolie, but now Mr Cameron looks after that.

His Worship—I think that the chief engineer said he did not see the head-coolie on board.

Mr Bowles—You know he said there were a number of men on board, and he might easily have overlooked one.

Captain Andreas Schonemann—I am a master mariner and have been looking after Mr Smith's work since he left. Orders for coal are received at the head office and I am sent to see that the coal is weighed.

Mr Bowles—Formerly it was entrusted to Messrs Blackhead asking for an explanation.

I wrote to the Captain and to Messrs Blackhead, telling them to deliver the 100 tons of coal, and stating that the complaint about the last order would be enquired into. After having seen the Captain and had the weight tested, I again wrote to Messrs Blackhead & Co., calling their attention to the short weight and asking them to send their scales round as the Inspector would like to see them. I think it was to that that Mr Höhne and Captain Schonemann of Messrs Blackhead & Co. called on me.

I asked them to take action against the man who had used the short weight. They explained to me that after such a lapse of time they were unable to identify the scales used and held out very little hope of getting the Chinaman. I said it would be much better if they prosecuted him than that I should. I wrote to them on the 10th inst., repeating this. I received a reply on the same date to which I replied suggesting that they should report the matter to the police. On that day or the day after Mr Cameron came to me. Our conversation turned on the difficulty of getting the culprit. Somebody from Messrs Blackhead & Co. told me the police had informed them that it would be useless to prosecute unless they could prove the use of the weight. I said the ship would shortly be in the harbour and the chief engineer could prove the use of the weight. I sent the weight to the police, telling them the chief engineer could prove the use of the weight, but we did not propose to take steps.

By the Court.—In the whole of this matter I have been urging on Messrs Blackhead to take steps in the matter.

His Worship to Mr Bowles—Did you not say when this case was up before that the only relation between Wa Kee and Messrs Blackhead was that the former bought coal of the latter?

Mr Bowles—I stated at the time that I had only been just engaged in the case and was not fully instructed.

His Worship—Your client was here, and if I remember your client was then in Court and you conferred with him; and the reply given to me was that the only connection.

Wa Kee had with the firm was in purchasing coal.

Mr Bowles—The statement certainly was not meant to mean that was the only thing they did, because here is a letter stating that they got coolies and lighters.

In one of his letters Mr Durran said: "I shall be glad to know what steps are being taken against the man who were caught using the false weight." A note was sent to the chief engineer with a box of cigar and a case of brandy on Saturday last; and it is reported that your clerk, who superintends stores positively that Wa Kee was the man who used the weight.

Messrs Blackhead in reply said: "We have already found out that the man Wa Kee, who got the coolies, must have known about the light weight." We inquired at him and he states that one of the head coolies must have committed the fraud. So far we have not been able to find that man, and it is not impossible the coolie may have left the colony. We will give his name to the police and all particulars which may enable them to trace him.

Mr Charles Cameron said: I am godown-keeper at Messrs Blackhead & Co. My duty is to look after coals coming in and going out, weights, scales, lighters, &c. I live on the godown and have been in the employ of Messrs Blackhead & Co. for seven years. The coal we receive is weighed into the lighter and if there is any suspicion it is weighed before being put into the godown. We use the same weights and scales to weigh coal coming in and coal put out. We weigh the coal into the lighter when the weather permits, and when we not calculate so many baskets per ton. When it is put on the lighters in bulk it is weighed on the steamer and receipts taken. In shipping 100 tons of coal into the lighter and on board the steamer, there might be a loss of about 2 tons, by the wind blowing away dust or coolies spilling. All orders for coal come to me from Messrs Blackhead & Co. All the scales and weights are kept by me at the godown, and when shipping coal I put the scales and the weights on board the lighter. I inspect the scales and weights two or three times a week. I produce weights brought from the godown. We had new weights in April and have not had any since, and all our weights are well used. The false weight shown to me is a brand new weight and I am sure it is not our weight. I could tell it was light. I remember the coal being supplied to the *Sherard Osborne*. They were lying on board the lighter for about a week. I saw the coal put on board the lighter with the scales, and weights. The false weight shown was not among them. The lighter lay at Yau-nai for a week during which there was a big gale. It was bad weather when we put the coal on the lighter and there might have been a loss of two tons. The coal was salved not weighed, as we wanted to get done quick owing to the bad weather. It was about two or three weeks after the coal was delivered on board that I heard of a complaint of light weight from Captain Schonemann. I had not received then a second order for 100 tons of coal. Captain Schonemann told me there had been a false weight used. I said all our weights were true and it could not be ours. Captain Schonemann asked me to summon our head-coolie, and I went to Mr Cradock and asked if I could do so. Mr Cradock asked if I had got the weight and knew anything about it. I said I did not know anything about it, and he said I could not summon the man; but the chief engi-

neer who took the weight would be the proper man to take the summons. Next morning I informed the police. I saw Messrs Blackhead & Co. and Mr Durran on the matter. Mr Durran said if Messrs Blackhead & Co. did not summon the engineer would summons when the steamer came back. I know a man by the name of Wa Kee, but I know nothing about him. He was pointed out to me by our head-coolie who said he was his brother. Wa Kee is a coal merchant. The other day I delivered another 100 tons of coal on board the *Sherard Osborne*. I personally saw it weighed on board. After 97 tons of coal had been weighed the chief engineer sent the second engineer to look what was in the lighter and the latter said there were 9 or 10 tons. The chief engineer then said, "Never mind weighing any more, just pass over the coal." I gave him all the coal although there were two tons over. The Captain of the steamer showed me a letter and asked me if I knew Wa Kee. I said also the second defendant was in our employ, but I did not know what Wa Kee he referred to.

Mr Bowles—I will show that they spoke to the police before they received that letter from Mr Durran.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke to him.

Mr Bowles—The difficulty is that we know not what the man is.

His Worship—Has the police taken any steps to find the culprits?

Inspector Baker—No official report was made to the police. I do not know that Wa Kee was mentioned. Inspector Cradock had heard of it. He said that Mr Cameron spoke

Mails.

Mails.

Intimations.

Merchant Vessels in Hongkong Harbour.

SHIPPING IN CHINA, JAPAN,
PHILIPPINES, AND SIAM
WATERS.

WHAMPOA.

Vessel's Name. Flag & Rig. Destinations.

Fushun Old. str. Shanghai

Ningpo Brit. str.

AMOY.

In port on November 14, 1887.

MERCHANT STEAMERS.

Don Juan Spanish

Never British

Patroclus British

Zafiro British

MERCHANT SAILING VESSELS.

Christian Ger. sch.

D. Barrow Ger. sch.

Mohawk Brit. bge.

Siburon Ger. bge.

FOOCHOW.

In port on November 12, 1887.

MERCHANT STEAMERS.

Fuyew Chinese

Waiting Chinese

MERCHANT SAILING VESSELS.

Emilie Norw. sch.

SHANGHAI.

In port on November 10, 1887.

MERCHANT STEAMERS.

Ancona British

Beaulawr British

Fushun Chinese

Jason British

Kiang-foo British

Kung-wo British

Kung-chi Chinese

Malwa British

Ningpo British

Patroclus British

Prousen German

Store Nordiske Danish

Tokio Maru Japanese Kobe

MERCHANT SAILING VESSELS.

Leander Brit. sch.

Maria Berg Ger. bge.

TIENSIN.

In port on November 5, 1887.

Earn Brit. bge.

Escort Amer. bge.

Hedwig Brit. bge.

Perle Brit. bge.

Sea Swallow Brit. bge.

NAGASAKI.

In port on November 2, 1887.

Kozaki Maru Japan. bge.

HIOGO.

In port on November 8, 1887.

John Charter Amer. sch.

R. Castle Brit. bge.

W. G. Davis Amer. sch.

YOKOHAMA.

In port on November 8, 1887.

Don Enrique Brit. bge.

Fearless Ger. out.

Honauwar Brit. sch.

Louisa Dan. sch.

N. Reid Amer. sch.

MANILA.

In port on November 5, 1887.

Australia Brit. sch.

Bonj. T. Hunt Amer. bge.

Cheahira Brit. bge.

Defensor Norw. bg.

Drumshan Brit. sch.

Formosa Brit. sch.

F. B. Taylor Brit. sch.

F. Abbey Amer. bge.

Dora Brit. sch.

Hiram Emery Amer. bge.

H. S. Sandford Brit. sch.

Jaber Howes Amer. sch.

Mary L. Stone Amer. sch.

Naporo Brit. sch.

Nomad Amer. bge.

BANGKOK.

In port on October 20, 1887.

O. Taffenburg Swed. bge.

Hida Norw. bge.

Fortune Amer. bg.

Kim Ong Sung Amer. bge.

Linda Ital. bge.

Long Hi Amer. bg.

Noddleburn Brit. bge.

Printed and published by Gao Murray

52, Wyndham Street, Hongkong.

Price 50 Cents.

Hongkong, November 2, 1887. 2138

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and TOUCHING
AT YOKOHAMA, and SAN FRANCISCO.THE U. S. Mail Steamship CITY OF
SYDNEY will be despatched from San
Francisco, via Yokohama, on
TUESDAY, 22nd Instant, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, and Germany by all
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00

To Vancouver, Mex. \$160.00

available for 6 months

To Liverpool \$33.00

To London \$38.00

To Paris \$30.00

To other European ports at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.Freight will be received on board until 4
p.m. the day previous to sailing. Parcels
will be received at the office until 6 p.m.
and the same will be received by us until
5 p.m. the day previous to sailing.For information as to Passage or Freight,
apply to ADAMSON, BELL & CO.,
Agents.

Hongkong, November 12, 1887. 2200

C. D. HARMAN,
Agent.

Hongkong, November 1, 1887. 2136

CANADIAN PACIFIC LINE

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.THIS Review, which was intended to
the wants of many students of Chinese
caused by the discontinuance of "Notes and
Queris on China and Japan," has reached its
Fourth Volume. The Review discusses
the topics which are important in the
minds of students of the Far East, and
about which every intelligent person connected
with China or Japan is desirous of
acquiring trustworthy information. It includes
many interesting Notes and original
Reports on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Mythology, Natural History, Antiquities,
and Social Manners and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
parture has been taken, and the Review now
includes Notes and Queries on Trade, Commerce,
and Descriptive notes of Travel, by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China etc., and to give
critiques embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works
to "Editor, China Review," care of China
Mail Office.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, the Imperial
Customs, and Hongkong Services, and also by
the Missionary bodies amongst whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the regular
contributors are Drs. Chalmers, Etel, Breit-
scheider, and Hirth, Professor Legge, and
Meissner, Balfour, and H. C. W. Dock Co.,
and the like.The Notes and Queries are still continued
and form an important means of obtaining
and diffusing among students know-
ledge on obscure points.The Correspondents' column also affords
further and greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese